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INFORMATION ON GDR TRANSPORTATION

GDR TO ESTABLISH CIVIL AIRLINE -- Stockholm, Dagens Nyheter, 4 May 54

Bonn, 3 May -- SAS (Scandinavian Airlines System) attempts to establish an air route into Berlin will perhaps have new prospects of success now that a prospective GDR airline is seeking connections for transfer traffic between the GDR and Western Europe. How far the negotiations have advanced is not known, but it would seem that they are still in the beginning stages, since the GDR airline has not yet been officially established.

After the GDR recently obtained full sovereignty, negotiations were immediately entered into between the USSR and GDR authorities regarding authorization for a GDR civil airline. These negotiations are now said to be nearly finished and everything seems to be ready in principle for the establishment of such an airline. Initially, the GDR will operate with six planes, most likely old World War II Dakotas, which will be purchased in the USSR.

During the negotiations, the USSR promised to help the new airline in making arrangements for transfer traffic with "certain capitalist airlines." The companies referred to are Swiss Air and SAS; these have already been contacted.

Previous direct negotiations between SAS and the Soviet authorities for permission to establish an air route to Berlin were fruitless. The Soviets fixed as a condition that the planes on the Berlin route should have their home base at Schoenefeld Air Field in the Soviet Sector of Berlin. SAS refused this, since it could not count on much traffic on a line which would begin and end behind the Iron Curtain and where every [foreign] traveler would have to have a visa merely to set foot on the airfield. Later, the Soviets made a compromise proposal to the effect that the route should start at Schoenefeld, but that the incoming and outgoing planes should also land at Tempelhof in West Berlin. So far as is known, SAS did not answer this proposal.

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By virtue of the fact that the GDR airline wants some sort of transfer of arrangement with SAS, there exists the possibility that SAS will be able to obtain permission to fly over the GDR for landing in West Berlin by means of a transfer-traffic agreement with the GDR airline. The latter will have its headquarters at Schoenefeld, which will be evacuated by the Soviets.

[The information above was reported by Bo Jaerborg, Dagens Nyheter's correspondent in Germany.]

GDR EXTENDS AUTOBahn TO EAST -- Hamburg, Die Welt, 2 Apr 54

Since the beginning of spring, work has been going on at great speed on the extension of the Autobahn to Silesia. Refugees report that there are more than 2,000 workers on the Frankfurt-Oder-Kunowice-Rzepin section alone. The Autobahn bridge near Guelldorf, which has been under repair for the past 2 years, is also to be completed quickly. The accelerated highway construction to the East is said to be connected with planned troop movements by the Soviets.

GDR LOCOMOTIVES TO BE CONVERTED TO GAS FUEL -- Duesseldorf, Verkehrs-Wirtschaft, 27 Aug 53

GDR specialists want to solve one of the worst problems of GDR railroad operations by converting locomotives from brown-coal fuel to gas [possibly butane or propane gas] obtained [as a by-product] of the Fischer-Tropsch synthesis process. It has been calculated that this would mean a saving of 7 million tons of briquettes per year, which would cut the budget of the GDR railroads by 4 million Deutsche marks.

All efforts in the GDR are directed toward isolating the valuable components of crude brown coal by removing the gas and toward further gasification of the coal.

USE NEW FUEL MIXTURE -- Berlin, Tagliche Rundschau, 12 Mar 54

A brigade of the BW (Reichsbahn Operations Plant) Eilenburg has been using a mixture of black coal and raw brown coal instead of a mixture of black coal and briquettes. The brigade's first experimental run with this mixture proved to be a complete success. With a load of 1,200 tons on 120 axles and using a 52-series locomotive powered by a fuel-mixture ratio of three parts of black coal (Steinkohle) to four parts of raw brown coal, the peak pressure and water level remained normal during the entire run. Steam development was good and hardly any slag was formed.

REICHSBahn APPEALS FOR BETTER USE OF FREIGHT-CAR SPACE -- Dresden, Tagliche Rundschau, 22 Apr 54

The Deutsche Reichsbahn, in an open letter, appeals to the GDR industry to make extensive use of the present availability of freight-car space. Additional trains for industrial enterprises which had been lagging in their plan fulfillment because of bad weather must be made available during the second quarter 1954 because harvest, export, and import transport facilities will enjoy priority later on.

The stone and earth industry is expected to utilize these possibilities and avoid such transportation difficulties as occurred in autumn 1953. The coal and mineral industries are asked to load the same quantities on Sundays and holidays as during the week.

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INSTALL NEW CONTROL UNIT -- Halle, Der Neue Weg, 19 Apr 54

The first centralized traffic-control unit was recently installed in the Halle freight yard. The new mechanism replaces the old switching facilities. The new device, a modern construction of the VEB Funkwerk Koepenik (People-Owned Radio and Telecommunications Plant at Koepenik), also makes switchmen superfluous.

INSTALL RAILROAD COMMUNICATION SYSTEM -- Berlin, Tagliche Rundschau, 16 Apr 54

A model dispatcher system will start operation in the RBA (Reichsbahn Division) Erfurt in early May. This system permits better use of the available equipment and will improve railroad transportation. Subordinated to the chief, seven line dispatchers work with two-way communication systems and are thus able to reach every connected station within 0.4 second. Railroad personnel are trained for the dispatcher jobs in special courses at Erfurt and Altenburg.

ECONOMIC IMPORTANCE OF REICHSBAHN DIVISIONS SERVING SOVIET INTERESTS -- Bonn, Materialien zur Wirtschaftslage in der Sowjetischen Zone, Die Eisenbahn in der Sowjetzone, undated

<u>RBA</u>	<u>Economic Significance</u>	<u>Railroad Stations</u>	
		<u>Freight</u>	<u>Classification</u>
Aue (Sachsen)	Ore shipments for Wismuth AG	Aue, Johann-georgenstadt, Annaberg, Schwarzenberg	
Bautzen	Reparations shipments to Poland; increasing in importance because of uranium mining in the Goerlitz/Zittau area; coal transports from the Hirschfeld mines		Goerlitz and Zittau
Karl-Marx-Stadt	Important textile transshipping place for reparations shipments; supply center for Wismuth AG; office of the Wismuth Consumer Cooperative		Karl-Marx-Stadt-Hilbersdorf
Cottbus	Transshipping place for reparations and military transports		
Dresden	Transshipping place for supplies (civil and Military)	Dresden-Alttadt-Hafen	Dresden-Friedrichstadt

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<u>RBA</u>	<u>Economic Significance</u>	<u>Railroad Stations</u>	<u>Freight</u>	<u>Classification</u>
Frankfurt/Oder [RBA 7 of RBD Berlin]	Transshipping place for reparations freight and military purposes			
Halle (Saale)	Transshipping place for coal and fuel			
Leipzig	Important transshipping place for coal, repara- tions goods, fuel and transportation for the fairs			Leipzig-Engelsdorf Leipzig-Wahren
Magdeburg	Civil and military sup- plies, fuel storage (GDR stockpiles); transshipping place for water transporta- tion system			
Riesa (Elbe)	Transshipping place for military purposes; military training grounds at Zeithain, Grossenhain (airfield for jets) and Koenigsbrueck; trans- shipment of black coal for reparations to USSR			
Schwerin	Transshipping place for military purposes			Ludwigslust, Hagenow, Perleberg
Senftenberg	Transshipping place for brown coal and fuel			
Wismar	Transshipping place for military purposes		Greves-muehlen	
Zwickau (Sachsen)	Transshipping place for reparations, including black coal; point of origin of shuttle trains from Zwickau to Riesa port for transship- ment to inland water trans- portation system			
Halberstadt, Nordhausen, Erfurt, Meiningen	Proximity to GDR-West German border; shipments to the border police			

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